

Fruit-Juice Essences

Jiffy-Jell desserts carry real fruit flavors in essence form, in vials.

A wealth of fruit juice is condensed for each dessert. So you get a fresh-fruit dainty, healthful and delicious.

This is the new-type quick gelatine dessert—five times as good as the old kinds.

Loganberry and Pineapple are two of the best flavors. Try them. They're found only in

Jiffy-Jell

10 Flavors, at Your Grocer's 2 Packages for 25 Cents

ADVERTISEMENTS

SHARP REDUCTIONS IN YOUR SHOE BILLS

"A constant 'hiker' over all conditions of roads, my shoes were hard on my feet until I discovered Neolin Soles. And as for wear! Neolin Soles give twice the service of soles I formerly used," writes H. Noyes Colinsol, Hazelton, Pa.

This long service means sharp reductions in those big shoe bills, for it is because of worn out soles that most shoes are discarded. Buy Neolin-soled shoes, not only for yourself, but for the whole family, children included. Also, take your old shoes to the repairman and have them re-bottomed with Neolin Soles.

Remember—Neolin Soles are waterproof, as well as comfortable and long-wearing. They are created by Science to be all that soles should be, and are made by The Goodyear Tire & Rubber Co., Akron, Ohio, who also make Wingfoot Heels—guaranteed to outwear all other heels.

Neolin Soles

Figure Mistakes Eliminated

THE **AMCO** ACCOUNTING MACHINE COMPANY

Desk Adding Machine

Guarantees Accuracy in Addition, Subtraction and Multiplication.

Operation is simple! Press keys with fingers. Total shows instantly. No handle to pull.

Absolutely Guaranteed

PAY THE SENSIBLE

PRICE.....\$42.50

Phone Cor. 245 for Demonstration.

ACCOUNTING MACHINE CO., INC.

156 Broadway.

AT YOUR GROCERS

Learn to distinguish, by the label and the signature, the famous

Lea & Perrins

SAUCE

It has been the world's leading condiment for generations.

LEA & PERRINS

SAUCE

THE ONLY ORIGINAL WORCESTERSHIRE

Ask for - Get **Horlick's**

THE ORIGINAL Malted Milk

Safe Milk For Infants & Invalids

No Cooking

A Nutritious Diet for All Ages.

Quick Lunch; Home or Office.

OTHERS ARE IMITATIONS

Helen Ware Sues Broker

For \$3,000 She Invested

Unable to Find John H. Hobbs,

Court Orders Service on Him by Mail

Miss Helen Ware made her appearance yesterday in the Supreme Court in a new role. It has to do with a story of Wall Street, and she was cast as the "dumb." Miss Ware says John H. Hobbs, a stock broker, led her to invest \$3,000 in stock of the Vanocoe Sales Company, promising large profits. Later, she invested \$1,000 more.

When neither the stock nor the profits were forthcoming, Miss Ware visited the broker at his office at 120 Broadway. Miss Ware says the broker told her how glad he was to have been able to let her in on the ground floor and that she was lucky enough to get some stock and a bonus of war stock to boot if she would invest another \$1,000. Miss Ware parted with the third \$1,000. She is now suing to recover \$3,000.

Mr. Hobbs' office is no longer at 120 Broadway and Justice Colahan yesterday gave her permission to serve the broker by mail.

B. R. T. Unions Vote to Delay Strike Action

Action Is Taken Pending Proposed Interview With Garrison Suggested in Letter of Mayor Hylan

Hope for Peace Voiced

"Give Us Action" Plea of Minority Is Overruled; Signalmen Join in Move

The strike of employees of the Brooklyn Rapid Transit Company, generally expected to be called this morning, again was postponed last night, following a meeting at Arcadia Hall, Brooklyn, at which more than 3,500 were present. Another meeting is to be held to-night at Arcadia Hall and the situation, labor leaders declared, rested entirely in the hands of Lindley M. Garrison, receiver of the company.

Last night's meeting was definitely set for calling the strike. It was preceded by a meeting of the executive committee of Local 876, of the Amalgamated Association of Street and Electric Railway Employees, which is the B. R. T. local. The committee went into executive session at 8 p. m. and it was not until shortly after 10 o'clock that Patrick J. O'Brien, second vice-president of the association, called the general meeting to order.

Hylan Letter Read

As soon as the meeting was in session William Reilly, member of the committee of the employees that called on Mayor Hylan, mounted the platform and handed Mr. O'Brien a letter from the Mayor. In it was a letter from Receiver Garrison, addressed to the Mayor, in which he said he has never been asked to meet a delegation of employees of the road. The letter of Mr. Garrison added that he was willing and ready at any time to meet with representatives of the employees.

Mayor Urges Conference

The Mayor's letter, sent to the committee which called upon him, followed: "Gentlemen: I am inclosing herewith a letter received from Lindley M. Garrison, receiver of the B. R. T., in answer to the letter of mine, dated April 9, requesting Mr. Garrison as Federal representative, operating the Brooklyn Rapid Transit lines, to meet with you, as a committee representing the employees of that system.

"You will, no doubt, note that in Mr. Garrison's letter he states you never requested a conference with him, also that he never refused to see you.

"From Mr. Garrison's letter it would appear he is willing to meet with any employees of the system and therefore I would suggest that you select a committee of five employees to see Mr. Garrison and I am quite sure that it will be agreeable to him to discuss the working conditions of the employees of that system.

"JOHN F. HYLAN, Mayor."

Letter Credited for Delay

At the conclusion of the meeting Chairman O'Brien said: "You can tell the public that Mayor Hylan's letter is the only thing that stopped this system from being tied up to-night. Every person at this meeting wanted to go on strike, and the committee and myself had a 10-minute vote holding them back. I have just been informed that the signalmen voted 100 per cent to strike, if necessary. If a strike is called the unorganized and the signalmen will unite, and no settlement will be agreed upon unless satisfactory to both."

When Vice-President O'Brien asked the meeting what they desired to do in the matter, there were many cries of "Give us action," but it was finally decided to appoint the original committee of sixteen to meet Receiver Garrison this morning.

The committee was instructed to present the demands of the employees and report at the mass meeting to be held to-night at Arcadia Hall exactly the attitude of Mr. Garrison.

Signalmen to Present Claims

While the Arcadia Hall meeting was in session, the Brotherhood of Railway Signalmen met and appointed a committee to wait on Mr. Garrison this morning and present their claims for recognition. The brotherhood was scheduled for another meeting at noon to-day, at which their committee will report.

Tug Boatmen's Strike Postponed 24 Hours; Smith to Seek Facts

At the request of A. H. Smith, regional director of railroads, that he be given an opportunity to investigate the hiving off of union tugboat men who refused to handle coal boats and lighters owned by firms and individuals fighting the Marine Workers' Affiliation, the strike of railroad tugboat men, scheduled for 6 o'clock to-night, has been postponed twenty-four hours.

In the mean time Mr. Smith and the strike leaders will hold another conference, at which the leaders hope the necessity of strike action will be decided.

The truce was granted after the men employed on the night boats of the railroads had voted authority to their leaders to call a strike. Later the day men took a similar vote. In both instances action was substantially unanimous, but seven out of 221 of the night men casting secret ballots against a strike and the latter voter standing 123 to 19 for a strike.

The truce was reached after Mr. Smith had explained to Thomas L. Delahanty, William A. Maher and F. Paul A. Vaccarello, representing the affiliation, that no men had been discharged and, as he understood matters, the men laid off were kept at work as long as there was work to do. He also explained, according to the committee, that he did not understand that the men were willing to work with the boats of any owners whose boats are 100 per cent union.

"It was explained to Mr. Smith," said Mr. Vaccarello, "that some of the boat owners whose boats have been laid off were fighting the engineers, masters, mates and pilots, harbor boats, men, port and terminal workers and loading engineers. It was further explained that the men were not to be union and nonunion at the same time; that if the tug men were on strike it did not matter who was on the tug, but the tug men would not handle the boats of that particular owner."

"Mr. Smith agreed that this was fair, and on this agreement and his promise to look into the matter, we agreed that it was only fair he should have the time he asked."

While the union leaders were in

conference with Mr. Smith they were notified that the crews of two additional New York Central tugs had been laid off, making a total of fourteen crews of about 160 men affected.

The strike last night, yesterday sent an ultimatum to the Marine Workers' Affiliation, fixing last night as the limit in which the strikers could return in a body. The ultimatum carried with it an offer of a 15 per cent increase and a ten-hour day, with straight pay for the first two hours overtime. The ultimatum was ignored.

Fearon Literacy Bill Passed by Assembly

Test Amendment Expected to Be Acted Upon Favorably by State Senate

ALBANY, April 14.—By a vote of 86 to 41 the Assembly to-night passed the Fearon literacy test constitutional amendment. A literacy test amendment, introduced by former Senator Elton R. Brown, passed the Legislature last year, but an amendment in the Fearon measure makes it necessary to be passed by the next Legislature. The Senate is expected to act favorably on the resolution. It provides that all persons in order to vote after 1921 must be able to read and write English.

69,000 Railway Expressmen Get Wage Increase

Will Average About \$15 a Month Each, or \$1,035,000 Total for Entire Number Affected by New Rate

WASHINGTON, April 14.—Wage increases averaging about \$15 a month for approximately 69,000 employees of the American Railway Express Company were announced to-night by Director General Hines. The increase represents an advance of \$25 a month above the wage scale in effect January 1, 1918.

The director general also raised the wages of 12,000 sleeping and parlor car employees \$25 a month above the basic minima in effect January 1, 1918. Since approximately half of this sum was awarded by the general wage increase of last year, the net addition to this order will be the remainder, or about \$12.50 per month.

Wages of 10,000 dining-car employees were advanced \$25 above the basic monthly minima in effect January 1, 1918. This will yield approximately \$25 a month additional to each employee, since two-thirds of this \$25 increase was taken up in the general wage increase last year.

These minor wage orders for railroad employees which were included in the estimate of \$67,500,000 in increases announced in connection with the wage order affecting the four trainmen's and engineers' brotherhoods several days ago complete finally the "war cycle" of wage advances. But applications for higher pay will be considered in the light of peace time conditions.

The wage orders are to become effective once.

The express employees applied more than six months ago for more pay, and in some localities threatened a strike. Later they presented their case to the War Labor Board, but withdrew in assurances were given by the director general that the railroad administration's board of railway wages and the Federal Railroad Commission would take up their case. About that time the American Railway Express Company was taken over for operation by the railroad administration.

Prison for Ex-Naval Officer

Record Fails to Win Leniency in Attempted Bigamy Case

Thorborn Leerberg, thirty-one years old, formerly a lieutenant commander on the U. S. S. Wabash, was sentenced to the penitentiary by Judge May in Brooklyn for attempted bigamy yesterday.

A plea for leniency on his naval record proved of no avail to the former officer.

Leerberg married Stephanie Mitko, twenty-one years old, it was charged, and has been living at 370 Bay Ridge Avenue.

An complaint by Mrs. Elizabeth Leerberg, thirty-one years old, of 167 Fifth Avenue, which is said to have disclosed that she was Leerberg's legal wife.

Automotives

One of the bills proposed at Albany would compel street surface railway cars to have headlights so arranged that no dazzling beams of light shall be thrown. In other words, the non-glare ruling that applies to automobile headlights is to be extended to street railways. This measure will have the approval of motorists, because dazzling headlights of streetcars in the country districts are a source of great danger to the motor vehicle driver. The trolleys move along the country highways at great speed and their lights are of higher candlepower, as a rule, than those of other vehicles. Often enough, a motorist is so blinded by the lights that he goes into the ditch.

A hearing is to be held to-morrow on the bill that would require special illuminated rear license plates for all cars. This is a measure which has met with considerable opposition, because it would call for a considerable added expense and perhaps would mean the use of some special patented device.

Dario Resta, who has taken the American agency for the Sunbeam car, will drive one of these machines in the 500-mile race at the Indianapolis Speedway on May 31. It was the Sunbeam with which Resta made his reputation in England. With it twelve times he won his first race on the Brooklands track. He was the Italian champion driver of 1916. In the war period Resta was with the Locomobile company, a part of the engineering corps turning out Riker trucks for the army.

The Automobile Club of Wilkes-Barre, Penn., has adopted a suggestion made by the United States Tire Company that motorists should remove from the highway all broken glass or other things harmful to tires observed on the road. The members of the club have pledged themselves to a glass removing programme. Each member of the club will keep a careful record as to the number of times he has to stop to remove glass and he also will try to form a judgment as to how the glass came to be in the road. Other clubs are expected to follow the example and to enroll their members as "knights of the broom."

C. E. T. S.

New Brooklyn Tube Opened At Midnight

Tunnel Linking the Seventh Avenue Subway to Long Island Begins Operations; No Formal Ceremonies

Makes Trip Continuous

Times Square Shuttle Ride and Wall Street Transfer Now Are Eliminated

Atlantic Avenue, Brooklyn, and the West Side of Manhattan were put into direct communication again at 11:58 last night for the first time since the Lexington Avenue subway was opened. At 11:58 a train bound for the West Side by way of the new Clark Street tube under the river left Atlantic Avenue, the first to take that route with 500 passengers aboard, although officials made the initial trip last Friday, and since then test trains have been run.

Only about forty persons were on hand at that hour to take the train. Thereafter West Side trains left Atlantic Avenue at five-minute intervals until the early morning schedule went into effect. It is only five minutes by the new route from Clark and Henry streets, Brooklyn, to Wall Street, Manhattan. The train which left Atlantic Avenue at 11:58 was due at Wall Street in ten minutes; at Fourteenth Street in eighteen minutes; at the Pennsylvania Station in twenty-one minutes; and at Times Square in twenty minutes.

The new Clark Street tunnel, carrying the Seventh Avenue subway to Brooklyn, was officially opened at one minute after midnight to-day.

At that hour the first train from the West Side subway left Wall Street for Brooklyn. Simultaneously a train left Atlantic Avenue for New York.

The first train carried officials of the Interborough and the Public Service Commission. No formal exercises, however, marked the opening of the new route. Train operation through the tunnel will involve several travel changes. Among them will be:

Transfer to the Forty-second Street shuttle-interborough passengers to and from Brooklyn will be able to make their trips on either the West Side or the East Side lines without using the shuttle.

Overstreet transfer at Wall and Rector Streets—The direct routes will eliminate this.

Partial elimination of the Hoyt Street station in Brooklyn—During the rush hours East Side (Manhattan) trains will not make this stop. Trains on the West Side will make the stop at all times, during "night traffic" hours all trains will make the stop.

The station at Nevins Street, Brooklyn—This will be used as an express local station at all times by all trains.

The most important change occurs at Atlantic Avenue. Due to the running of two separate routes into the station, separate platforms will serve the two routes. The centre platform will be served by East Side trains and the outside platforms by the West Side line.

West Side trains will not run into the old Borough Hall station, but into a new two-level station in Fulton Street.

By direction of the Public Service Commission the Interborough is having printed several thousand circulars, showing the map of the subway lines and the Brooklyn connections, together with explanatory texts, which will be distributed on trains, from stations, etc.

Seven Killed, Churches Burned, in Race War

Special Correspondence

MILLEN, Ga., April 14.—Two white men and five negroes are dead and seven negro churches and halls have been burned in Jenkins County as the result of a pistol fight yesterday between negroes and officers of the law. One of the negroes was taken from jail here and lynched, but Joseph Ruffin, the negro who shot is said to have precipitated the trouble, is safe in jail in Augusta, though wounded.

The whites in the county are convinced that County Policeman W. C. Brown and Sheriff Marshall W. P. Stephens were killed as the result of a plot because of their activity against "blind tigers."

They were searching for illicit liquor when killed. They stopped Edmund Scott, a negro, and arrested him when they found he had a revolver. Just then a high-powered automobile owned and driven by Joseph Ruffin, the negro in prison in Augusta, drove up. The two white men took cover beside the road. A bushwhacking battle followed in which Ruffin and his three sons participated.

Ruffin's sons were killed and County Policeman Brown also. The negroes then rushed Stephens and beat him to death. Armed whites, who came on the run, found that Scott had been killed and Joseph Ruffin wounded in the final rush.

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Bureau Admits Inability to Enforce Restrictions Against Liquor Sales With Present System

New Legislation Urged

Statutes Are Searched for Authority to Put War-Time Bill Into Effect

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Suggestions received to-day did not change materially the air of uncertainty over the question of how prohibition is to be enforced after July 1, caused by Internal Revenue Commissioner Roper's announcement that his bureau had not the authority nor the funds to carry out the enforcement measures properly.

Enright Reports Called Deceptive By L. M. Wallstein

Crime Records Manipulated to Delude the Public, He Charges; Claims of Economy Also Are Assailed

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Mr. Wallstein charged that Commissioner Enright's claim in a recent letter to Mayor Hylan that burglaries during the first three months of this year had been fewer than in the corresponding period of last year probably was unjustified. Mr. Wallstein based his charge on the fact that the system of card indexing of all burglary cases introduced recently at all police stations enables the police to destroy all cases in cases that "wouldn't show up well."

As further evidence of the untrustworthiness of the data furnished by the Commissioner, Enright, Mr. Wallstein cited the abolition of the bureau of statistics introduced in the Woods administration.

The Commissioner stated that the change was in the interest of economy, said Mr. Wallstein, "but the natural result is in the interest of darkness. The Commissioner falsely stated in his report that certain civilian positions had not been filled. Although civilians are not in these places, numerous policemen are, and in each and every case the police salary is greater than that paid to the civilian who was replaced."

"In view of the mendacity thus exposed, confidence in the Police Commissioner is impossible. It would be better if he devoted more time to coping with crime conditions and less time to composing deceptive reports."

Main Facts About New Subway to Brooklyn

LINE known as Clark Street Tunnel.

Work begun in October, 1914.

Opened April 14, 1919.

Lowest point, 85 feet below the East River.

Cost, \$7,000,000.

Will enable passengers on the West Side line to journey direct to Brooklyn without transferring to the shuttle operating between Times Square and East Side subway, or to transfer overland at Wall or Rector Street.

New stations to be used in Brooklyn by the West Side subway will be at Nevins and Hoyt Streets, Borough Hall and Henry and Clark Streets.

In Manhattan borough the stations are Wall and William Street, Fulton and William Street, Park Place and Broadway, Chambers Street, Pennsylvania station, Times Square, Seventy-second Street, Ninety-sixth Street and all stations on upper Broadway to Van Cortlandt Park and on the Lenox Avenue or West Farms lines.

Passengers may change to Jerome Avenue line at 149th Street and Mott Avenue station and to the White Plains Avenue at 180th Street.

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